SHRI V. GOPALSAMY: Mr. Chairman, Sir, commuters using suburban trains in Madras city face a lot of hardships and inconvenience because the suburban trains are heavily overcrowded. Sir, due to repeated demands for many years, the Mass Rapid Transit System was finally sanctioned. But the progress of work is moving at a snail's peace because funds are not adequately sanctioned. As the work has to be expedited, more funds have to be allotted. May I know from the hon. Railway Minister whether these factors will be taken into account to solve the problem of transportation when he finalises the Railway budget?

SHRI GEORGE FERNANDES: Yes, Sir.

CHOWDHRY HARI SINGH: Sir, there is a great deal of rush at the Ghaziabad and New Delhi railway stations because a large number of people come to Delhi/New Delhi for daily official duties and go back in the evening. Thousands of workers you can see crowded at these stations and you will be surprised to know that there is no train between 8.30 a.m. and 11.30 p.m. between these two stations. This is the problem here and all the employees face a very great difficulty and there is no arrangement of trains to go Ghaziabad and to come to Delhi/New Delhi. Will the Minister kindly arrange some local trains between Ghaziabad and New Delhi Station so that the crowds may be lessened?

SHRI GEORGE FERNANDES: I will look into the matter immediately.

MR. CHAIRMAN: Very good.

श्री अश्विनी कुमार : माननीय अध्यक्ष महोदय, बंबई के प्रश्न से हम दिल्ली तक आ गए हैं, मद्रास तक आ गए हैं। ...(व्यवधान)...मैं निवेदन करना चाहूंगा कि आज तक जो भी सरकारें रही हैं, इनका रेल की दृष्टि से... (व्यवधान)...

श्री सभापति : आप सवाल पूछिए।

श्री अश्विनी कुमार : बिहार का काफी ...(व्यवधान)...यही तो मैं कह रहा हूं कि मंत्री महोदय बिहार से चुनकर आए हैं, तो मैं जानना चाहता हूं ... (व्यवधान)...

श्री सभापति : पहले भी बिहार से चुने जा चुके हैं।

श्री अश्विनी कुमार : तब तो रेल मंत्री नहीं थे, अब तो रेल मंत्री हैं। तो बक्सर से लेकर मुकामा तक पटना की जो भीड़-भाड़ है उसको कम करने के लिए कोई ऐसी व्यवस्था करने पर शीघ्र विचार करेंगे क्या ?

SHRI GEORGE FERNANDES: That would not fall within the ambit of this question.

श्री सभापति : विचार तो करेंगे आप ?

श्री जार्ज फर्नांडीज : नहीं, यह तो सबरबन ट्रैफिक के बारे में हम लोग विचार कर रहे हैं। पटना से मुकामा तक सबरबन बना दिया जाय तो मामला बहुत ही बिगड़ जाएगा।

Losses incurred by the various zonal Railways

*4. SHRI RAJNI RANJAN SAHU: Will the Minister of RAILWAYS be pleased to state:

(a) the zonal railways which are considered to be uneconomical;

(b) the details of the losses incurred by those railways annually, during the last three years; and

(c) the programmes drawn up to improve their performance and make them economically more viable?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) to (c) A statement is laid on the Table of the Sabha.

Statement

(a) and (b) The economics of working of Indian Railways is normally judged for the system as a whole and, as such, no individual Zonal Railway has so far been considered to be uneconomical. However, if the operatig results of each of the Zonal Railways are viewed in isolation, the Eastern, North-Eastern, Northeast Frontier and Southern Railways may be considered as having incurred losses. The losses incurred by these Railways during the last 3 years are given below:

(Figures in crores of rupees)

	1986-87	1987-88	1988-89
Eastern	104·41	167·56	146·32
North Eastern	182·76	206·35	235·04
North east Frontier	139·91	162·17	178·68
Southern	179·37	208·86	186·10

(c) It has been the constant endeavour of Indian Railways, including the above-mentioned 4 Zonal Railways, to economise in working expenses and improve earnings through better productivity of manpower and material resources, saving in fuel, preventing losses, and more effective marketing efforts. However, certain Zonal Railways have unavoidably to incur operating losses on account of various adverse factors inherent in the system, depending on the traffic mix and the quantum and nature of traffic offering, unfavourable working conditions etc.

SHRI RAJNI RANJAN SAHU: Mr. Chairman Sir, seeing the reply, I am reminded of a couplet of Prof. Manoranjan, which was recited by him after the change of the Government in '50s. I quote:

बीएनआर से ग्रोटीआर भईल
नाम बदल के लोक का कईल
इंजिन डिब्बा रेल के ना
मीर टीटी, ड्राइवर, गार्ड के ना।

Sir, the answer is without any direction and the stereotyped answer has been given by the Railway Minister.

SHRI YASHWANT SINHA: ... as before.

SHRI RAJNI RANJAN SAHU: I am talking about no change. In view of the recent press conference where the hon. Railway Minister talked a great deal about the development of railways and the reply given here, it is not reflecting in the perception of the Railway Minister who is very much in the know of the working conditions in the railways.

MR. CHAIRMAN: What is your question?

SHRI RAJNI RANJAN SAHU: My question is specific. I would like to know from the hon. Minister the concrete action plan which he has got to augment with special reference to the working of the ailing zonal railways. This is my first question. What is his concrete action plan to augment the working of the ailing zonal

railways. I would like to know in short the perception of the Hon'ble Minister.

SHRI GEORGE FERNANDES: Sir, I have not called any of the zonal railways as ailing zonal railways. The question was about the zonal railways which are considered to be uneconomic. In the first place, there is not any zonal railway which can be called uneconomic because the railway system is one system and the zones are for administrative purposes and other functional purposes. In the circumstances the only answer that I could have given is the statement that I have laid on the Table of the House. Now, Sir, in so far as the action plan is concerned, there cannot be an action plan for any particular zonal railway. I repeat again. The question has been formulated in such a way where the hon. Member wanted to know how the zonal railways are performing. (Interruptions).

SHRI RAJNI RANJAN SAHU: I have pointed out about the need to improve the working of Railways.

SHRI GEORGE FERNANDES: That applies to the entire railway system. It is a question of improving the entire railway system. The steps the Government intend to take have been outlined in the answer that I have given in the statement.

SHRI RAJNI RANJAN SAHU: Sir, the reply given in part (c) of the statement is of a general nature. There is no action plan, as I submitted. From the figures given in the statement, I find that the loss incurred by the North-Eastern Railway is to the order of Rs. 235 crores. The hon. Minister hails from that area. In fact, he has been elected from that area where the North-Eastern Railway is operating.

I would like to know from the hon. Minister whether he proposes to wipe off the loss incurred by this railway by laying more lines. For example, the laying of Muzaffarpur-Sitamarhi line. A distance of 75 kms. Only. I would also like to know whether he proposes to convert the metre gauge line into broad gauge line in the Samastipur-Jhanjharpur section for which the foundation stone was laid long ago and all preparations were made for conversion.

What is the thinking of the hon. Minister in regard to wiping off the loss incurred by the North-Eastern Railway. It is being said that no development can be done because the North-Eastern Railway is incurring loss. I appreciate the concept that the entire railway system is one, as mentioned by the hon. Minister. But in view of the fact that the North-Eastern Railway is incurring loss, what are the proposals with the Railway Ministry with the Railway Board, to improve the working, because the loss is to the order of Rs. 235 crores?

SHRI GEORGE FERNANDES: Sir, addition of lines is certainly not the answer to wipe off the loss. In fact, addition of lines could mean more loss. Most of the passenger services, as the hon. Member, I am sure, is aware are incurring loss and increasing the number of trains is certainly not the answer to wipe off the loss. You need a much wider plan of action and since the hon. Member is keen that we have a plan of action, we will come forward with an action plan in course of time.

SHRI SHABBIR AHMAD SALARIA: Mr. Chairman, Sir, the question of laying railway lines in urban areas and development of railways in other areas where there are no railway lines is very important. In this connection, I would like to point out to the hon. Minister that in the case of Jammu and Kashmir, a project was taken up to lay a railway line from Jammu to Udhampur, some years ago. But this project is proceeding

at snail's speed and the money made available is hardly sufficient even to meet the establishment charges. Will the hon. Minister tell us whether this project will be completed and, if so, by what time? Secondly, will the hon. Minister kindly say whether the funds which have been made available, the funds which have been provided, are sufficient to make any headway in regard to this project?

Thirdly, I would like to point out that the number of general compartments in the trains is very small. Hardly one or two compartments are provided with the result...

श्री सभापति : कितने सवाल करेंगे आप ?

SHRI SHABBIR AHMAD SALARIA: We do not find many on our side. As a result of this, the general public is suffering. Will the hon. Minister approach this question only from the point of view of earning profits? Is it the view of the Ministry that the railways are a profit-earning organisation and not an utility service? Does it mean that...

श्री सभापति : अब आप सवाल खत्म कीजिये । यह सप्लीमेंटरी है, भाषण नहीं ।

SHRI SHABBIR AHMAD SALARIA: The supplementary is confined to what he has said. I am not saying anything else.

MR. CHAIRMAN: You are not supposed to put five supplementaries in one.

आपने पूछा था उधमपुर की रेल का, उसकी मैंने इजाजत दे दी है ।

SHRI GEORGE FERNANDES: Sir, insofar as Udhampur rail is concerned I need notice for this question.

PROF. C. LAKSHMANNA: Mr. Chairman, Sir, the Minister has stated that none of the zones could be considered as uneconomical because the whole system as such has to be looked into. However, in part (c) of his reply he has said that certain zonal railways have unavoidably to incur operating losses. I would like to know whether these four zones have started incurring losses only during the last three years or earlier also they were incurring losses. Secondly, are there any other zones which had been incurring losses in earlier years but have improved their position in the last three years? If so, would you consider applying the same machanism to improve the condition of these four zones also?

SHRI GEORGE FERNANDES: Sir, the answer refers to the last three years. For the earlier period I require notice.

श्री राम चन्द्र विकल : मैं मंत्री जी से जानना चाहता हूं कि यह घाटे वाला रेल का जो विषय है, बहुत गंभीर है । कोई ऐसी विशेषज्ञों की कमेटी भी बनायेंगे जो घाटा क्यों है, यह जांच ले और फिर उसका निराकरण क्या हो, इस पर कोई विशेष कमेटी बैठाने को तैयार हैं ?

श्री जार्ज फर्नांडीज : ऐसा कोई सुझाव इस वक्त हमारे पास नहीं है ।

श्री मोहम्मद अमीन : मैं यह जानना चाहता हूं कि न्यू जलपाईगुड़ी से दार्जिलिंग तक जो छोटी लाइन की रेलवे है, वह कई वर्षों से बन्द पड़ी हुई है। इसकी क्या वजह है और दुबारा उसको चलाने के विषय में हुकूमत गौर कर रही है या नहीं?

SHRI GEORGE FERNANDES: I need notice for this.

Out-of-Turn Allotment of DDA Flats

*5. DR. YELAMANCHILI SIVAJI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) what are the criteria for allotment of DDA flats on out-of-turn basis;